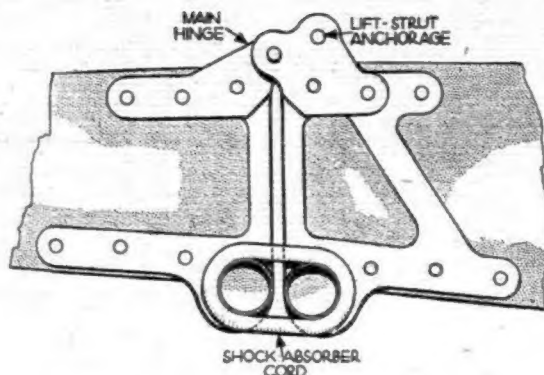


constructed as well and as carefully as the initial single-seater there will be nothing about which to grumble. As for maintenance, the Swift has as good a reputation as any other civil type to be built, and a similar record can be expected for the Scamp. Incidentally, the single-seater is being built to the special order of Capt. Fane, who ordered the very first Pobjoy-Swift; it will be remembered that the original Swift was fitted with a flat-twin Scorpion.

The two-seater will have a span of 30 ft. and an overall length of 18 ft. 9 in. Every part which has so far been built has proved itself under test to have a more than ample factor of safety, and the weights are coming out according



The undercarriage of the Scamp is ingeniously economical both in cost and head-resistance. This sketch shows the way in which the movement and springing is arranged. The stub layout as a whole will be seen in the general arrangement drawing on the previous page.

to calculations. Performance figures have not yet been released, but the idea behind the design is to produce a machine with an exceptionally good take-off and climb, yet one possessed of a useful cruising speed. There seems to be no reason why it should not be possible to make and to sell the machine at the figure of £400.

The initial test flight will be made at Brooklands by Flt. Lt. Comper, and Capt. Duncan Davis will continue the good work so that the machine, in its final form, will be what is wanted from the instructional point of view. Now that the Civil Air Guard scheme has been publicly announced, one can also say that the design shows intelligent anticipation.

## CORRESPONDENCE

*The Editor does not hold himself responsible for the views expressed by correspondents. The names and addresses of the writers, not necessarily for publication, must in all cases accompany letters.*

### AN INTERNATIONAL LANGUAGE FOR AVIATION?

#### *Plea for Esperanto*

IT is a well-worn commonplace in 1938 to say that the world has shrunk to small dimensions; that the advent of aviation and aerial traffic has annihilated distances and brought the peoples of the world in much closer contact with each other. The shores of the Atlantic Ocean have closed upon each other to a distance of 12 hours, Africa can be reached from London in 8 hours, and the farthest continent—Australia—in 3 days. We who are connected with this aerial business\* are justly proud of having brought about this change, but our pride receives somewhat of a shock when we realise how strange we feel in the new surroundings which we have reached at such enormous speed. On landing there we find ourselves surrounded by people whose outward aspect may be quite pleasing, but whose spiritual make-up we cannot penetrate because they express it in a language we do not understand. We have developed a technique to transport our body to within close distance of any nation of this world, but our spirits remain as apart as the poles.

The contradiction appears greater still in that, while soaring in the air miles above a strange country whose population is invisible to our eyes, we are able to intercept with our physical ear the multitude of sounds and speech sent into space by our sister invention—radio—without, however, being able to penetrate their meaning. Often we cannot even decipher messages, such as weather reports, orientation definitions or aerodrome warnings, specifically intended for our benefit, and this because we cannot understand the language in which they are broadcast.

Would it really be too much to hope for the existence of a common world language, used by all radio stations on the air routes? It would be too optimistic to expect that this common code or language will be spoken by everybody—at least, not for many years to come—but it appears most desirable that it should be mastered to a greater or lesser degree by those individuals who are directly concerned with aerial traffic, or who, for any other reason, are likely to come in contact with foreign travellers. Similarly, all printed communications, traffic and postal regulations, etc., might be expressed, in addition to the language of the country, in this international language as well.

A common code would also be of value to the private aircraft owner to whom a week-end trip to a foreign country still represents an adventure—less because of the hazards of actual flying than because of lingual difficulties.

Not only the travelling public, pilots and air-traffic companies would benefit, but also the aeronautical scientist and the aircraft constructor. Air science is now truly international. New inventions and ideas, novel constructional advances are not restricted to one country, they spring up here and there, and are accepted or rejected by the whole world. But the spread of the actual ideas is very much retarded by the diversity of languages in which the principal scientific reports are published. With the introduction of a common language, all official reports, publications, patent specifications, etc., could be understood universally, and one can also visualise a flood of text books, treatises and periodicals in this language

which would undoubtedly find a wide international market.

The above must lead one to the inevitable conclusion that, for the victorious and unchecked development of aviation in its many-sided aspects, the introduction of an auxiliary international code or language is absolutely essential. The only solution rests with a "new" language, neutral to all, giving no national preference or cause for national jealousy.

To the knowledge of the writer, only one such language now exists—Esperanto—and very promising claims are made for it by its advocates, both as regards the speed as well as the ease with which its mastery can be acquired by any average European. Judging by the results of ordinary broadcasts in this language by a number of radio stations, it is euphonious and clear sounding, and its reception is not likely to lead to confusion or error—certainly less so than an entirely artificial code system. Before, however, it can be advocated for the use described above, a careful examination will have to be made as to whether its construction and vocabulary lend themselves efficiently for our purpose, and what changes, if any, may be required to make it suitable.

This is a task for specialists and an appropriate committee may have to be set up for the purpose by suitable bodies, such as the Royal Aeronautical Society, the British Air League, or even by Imperial Airways, and if a favourable conclusion is reached by this body, then steps will have to be taken to obtain international acceptance. The arguments given above apply even more strongly to Central European air traffic conditions than to our own, and therefore it is to be hoped that, for the benefit of the industry and as a powerful ally for the further development of aerial science, the ideal may soon become an accomplished fact.

M. LEWIN.

Cricklewood.

[\*Our correspondent is head of the stress department of Handley Page, Ltd.—Ed.]

### RADIO OPERATORS

#### *Training Periods Advocated*

AT this time of the year quite a number of inexperienced radio men usually obtain employment with air operating companies.

Any matter connected with safety of navigation and efficiency of communications is of vital interest to this Union, and we suggest that companies employing these men should endeavour to give them at least fifty hours in the air as supernumeraries before they are allowed to act as sole radio officers on aircraft.

A. D. CRISP,

Secretary, Aircraft Section,  
Radio Officers' Union.

#### *In Brief*

Two youthful enthusiasts wish to correspond on aviation and allied subjects with kindred spirits abroad. Sixteen-year-old Peter Hitchings, 173, Cavendish Road, Bispham, Blackpool, seeks contacts in the United States and the Dominions; Arnold Manton (17 years old), 17, Hazlemere Gardens, Worcester Park, Surrey, wants correspondents in Australia, New Zealand or South Africa.